

CLASSIFICATION

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COUNTRY Soviet UnionREPORT NO.                     TOPIC Radio Station and Airfield Near KOMUNARKA, Moscow Oblast, MoscowMD

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EVALUATION                     PLACE OBTAINED                     

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DATE OF CONTENT June 1947 to the summer of 1948; and June to July 1949DATE OBTAINED                      DATE PREPARED 10 August 1949REFERENCES                      25X1APAGES 2 ENCLOSURES (NO. & TYPE)                     REMARKS                     

SOURCE

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1. A radio station was located south of the KOMUNARKA-BUTOVO (37°34'E/55°32'N) road, 1,600 to 2,500 feet east of KOMUNARKA, which was situated 6,600 feet southeast of the highway to MOSCOW. Fifteen masts of various heights were observed there, of which the tall ones, trellis masts, were 100 to 130 feet high. There were officers' billets in a building, 160 feet long. Air force officers were observed at the radio station; a Soviet major was the CO. There was little motor vehicle traffic. The station was strictly guarded by Soviet soldiers. Twelve PWs, radio specialists, were employed at the station.
2. An airfield estimated at 6,600 feet square was located immediately northeast of NIKOLO-KHOVANSKOYE (37°27' E/55°36'N), about 4.5 miles northwest of KOMUNARKA, at the other side of the highway to MOSCOW. The airfield had several buildings, but no hangars and no RR spur track.                      did excavation work at the field in the summer of 1948, no runways were available. There was day and night flying. Biplanes (trainers) and small low-wing monoplanes with in-line engines and double trapezoidal wings were observed circling the field.
3. The following aircraft were observed over KOMUNARKA:
  - a. Single-engine, very fast and maneuverable fighters with rocket propulsion and sweptback wings. Spouts of flames, half as long as the whole plane, emerged from the rear. The aircraft climbed almost vertically to such very high altitudes that they could hardly be seen and then dived.

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NO CHANGE in Class. ☐☒ DECLASSIFIED

Class. CHANGED TO: TS S C

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The planes were exceptionally maneuverable in level flights. They were often observed before the Day of the Soviet Air Force in early August 1948, but very seldom afterwards.

b. Single-engine fighters without propeller, with sucking noise, flying very fast; radiator-like device for exhaust gases under the fuselage, in line with the wings; trapezoidal angular wings; aperture forward of the long nose. These aircraft, not so maneuverable as the rocket fighters, were noticed several times every day.

4. In June and July 1949 trellis masts, about 200 feet high, presumably belonging to a radio station, were observed in a woods about 200 feet from TYEPLY STAN (37°29'E/55°37'N).\*

25X1A5. ☐ Comment:

a.\* Another source ☐ confirmed the existence of an airfield without hangars near NIKOLAYEVSKOYE, stating that fighters were stationed there. He further reported that sixty RK cars loaded with US special plates for runways were shipped from the BUOVO RK station to the airfield in the summer of 1947.

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b. Report confirms the radio station near KOMUNANKA, which presumably is a Soviet Air Force traffic control station equipped with IFRs.

c. Day and night flying as well as training with biplanes and small low-wing monoplanes indicate that a pilot school may be located there.

d. The information on rocket-propelled aircraft observed in connection with the Day of the Soviet Air Force may be correct but is received with great reserve.

e. The mentioned turbo-jet fighters are probably Yak-15s.

f. The arrival of perforated metal plates for runways is considered credible since such plates are produced in a CHELYABINSK steel plant, as was confirmed by two sources.

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